

REMARKS

Favorable reconsideration and reexamination of this application are requested in view of the above amendments and the following remarks. Claim 1 is hereby amended. Claim 2 is canceled without prejudice or disclaimer.

The amendment of claim 1, reciting "a ROM which stores a plurality of map data for a plurality of different vehicles", is supported, for example, by page 2, line 18 to page 3, line 2.

Claim 2 was objected to for improper dependent form. Claim 2 is canceled, rendering the objection moot.

Claims 1-2 and 7 were rejected as being unpatentable over Nakano (US 6,665,598) in view of Yasuda (US 6,594,569). Nakano does not suggest an electric power steering control device including a ROM which stores a plurality of map data, as required by claim 1. Rather, Nakano teaches storing map data in EEPROM (see column 4, lines 42-46 and column 11, lines 36-39). The ROM (22) taught by Nakano does not contain map data, but rather contains program and parameter data (see column 1, lines 29-31). Yasuda does not remedy the deficiencies of Nakano.

Neither Nakano nor Yasuda suggests an electric power steering control device including a ROM which stores a plurality of map data for a plurality of different vehicles, wherein a memory (EEPROM) stores label information corresponding to one of the plurality of map data, wherein the label information is read out at a start-up of the electric power steering control device, followed by selection of the one map data in the ROM based on this label information to be read out, as required by claim 1. While Nakano and Yasuda teach adjusting the assist map, neither reference suggests that the ROM stores a plurality of map data (for a plurality of different vehicles) and that the memory (EEPROM) stores the label information, based on which the map data is read out of the ROM.

Neither Nakano nor Yasuda suggests a plurality of map data for a plurality of different vehicles, as required by claim 1. Yasuda only teaches adjusting or resetting

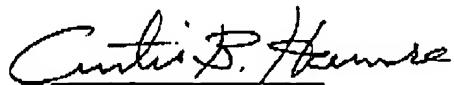
steering characteristics based on driver input. Therefore, the map data of an electric power steering control device according to Nakano and Yasuda would have to be adjusted for each vehicle to which it is installed, resulting in inefficiency. The invention of claim 1 provides a plurality of map data within one power steering control device that is suitable for more than one type of vehicle. Thus a short set up time can be achieved, as one control device is able to be installed in multiple types of vehicles. For example, in the case where a plurality of different kinds of vehicles are conveyed along a production line, the same power steering control device can be installed in each vehicle and quickly set according to the vehicle type by merely providing the label information associated with the vehicle.

Therefore, one knowledgeable in the art would not look to Nakano or Yasuda to teach the claimed electric power steering control device. Claims 1 and 7 are non-obvious and patentable over the cited references. Favorable reconsideration and reexamination of claims 1 and 7 are requested.

In view of the above, early issuance of a notice of allowance is solicited. Any questions regarding this communication can be directed to the undersigned attorney, Curtis B. Hamre, Reg. No. 29,165, at (612)455-3802.

Respectfully Submitted,

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